

ISSUES RAISED REGARDING THE GRISTMILL CROSSING COMMERCIAL PROPOSAL

The list below includes issues that were raised during the June 3, 2019, Plan Commission public hearing and in written comments submitted prior to and since the public hearing, as compiled by the Economic and Community Development Department. Duplicate or similar issues have been consolidated and simplified for purposes of this list.

1. How will this development impact congestion on surrounding roads and intersections?

The Springmill Trails PUD was originally adopted as the Eagletown PUD in 2007, and then amended and restated as the Springmill Trails PUD in 2011 (the “PUD”). The impact of traffic from this subdivision, as well as the existing and planned traffic being generated by the residential neighborhoods to the north on Casey Road, have been anticipated since the original PUD was adopted in 2007. Roadway improvements that have already been made in the area, as well as planned improvements, are all in anticipation of the land uses set forth by the PUD and envisioned by the Comprehensive Plan. The proposed amendment will not negatively impact the traffic that has otherwise been anticipated from the mixed-use Springmill Trails development.

The City’s Comprehensive Plan (see [Exhibit 1](#)) designates this real estate as “Regional Commercial”. The comprehensive plan provides that “[t]he character of these areas will include large, suburban-style buildings, usually in commercial centers that depend upon high traffic volumes.” Additionally, the Comprehensive Plan provides for the development policy of permitting regional commercial on “arterial streets that are designed to carry large traffic volumes, or on frontage roads accessible from arterials.” This subdivision is located along an arterial (Ditch Road) and a State highway (SR 32), and will have access from a frontage road (Tournament Trail).

The Thoroughfare Plan (see [Exhibit 2](#)) designates Ditch Road/Casey Road as a Secondary Arterial. Secondary Arterials are contemplated to include a right-of-way width of 120 feet consisting of a four-lane road with eight-foot wide multi-purpose paths. The appropriate rights-of-way for both Ditch Road and State Highway 32 have been dedicated to accommodate these improvements, which includes the realignment and extension of Ditch Road that has already occurred.

The construction plans approved by the City limits access onto Ditch Road (arterial), and the plans include roadway improvements for the construction of Tournament Trail. Tournament Trail will provide for the frontage road accessible from an arterial, as contemplated by the Comprehensive Plan and required by the City’s Unified Development Ordinance.

The approved construction plans also include roadway improvements along State Highway 32. INDOT and the City are coordinating on the improvement of the intersection of State Highway 32 and Ditch Road, which includes the installation of a traffic signal which is anticipated by this Fall (2019).

2. What can be done to maintain the residential character of the area with the addition of automotive related uses?

The City's Comprehensive Plan designates this real estate as "Regional Commercial", and provides that "[t]he character of these areas will include large, suburban-style buildings, usually in commercial centers that depend upon high traffic volumes."

The PUD and Zoning District Map (see [Exhibit 3](#)) establish the transitioning of land uses from the State Highway 32 corridor north to 193rd Street. As depicted in the Zoning District Map, the real estate south of the extended sewer line (e.g., south of Water's Edge and Spring Orchard) has been zoned and planned for a broad mix of land uses that range from multi-family to commercial to light industrial. North of the extended sewer line was primarily designated as residential.

As a result, this real estate, including much of the State Highway 32 corridor, has already been designated by the City for non-residential uses.

3. How can it be ensured that the car condos will not be used for lodging or as a residence?

A provision has been added to the amendment ordinance prohibiting sleeping quarters or lodging accommodations, with the exception of a property manager.

4. What limitations can be placed on the activities/services that can be performed on the vehicles at the car condominium facility?

The car condominiums offer a unique opportunity for the quiet enjoyment of like-minded individuals to socialize and to offer a secure facility for the storage, restoration and detailing of collector and hobby vehicles. The activities will be very similar to those routinely found and otherwise permitted in the private garages of residential neighborhoods throughout the community. Similar to a residential condominium or traditional homeowners' association, the units will be governed by a declaration of covenants that will be enforced by the owners to ensure the intended character and value of their units are preserved and maintained.

5. What can be done to ensure that the car condominium facility cannot be expanded onto Lot 2?

The amendment ordinance has been revised to prohibit the use on Lot 2.

6. If a Temporary Use and Event Permit is not required, how will the events be regulated to ensure any necessary safety precautions are in place?

The amendment ordinance has been revised to require a permit for events that may utilize a temporary structure (e.g., tent) and to affirm that the standards of the UDO applicable to temporary uses and events (Article 6.18) still apply to the real estate. The temporary use standards are enforceable by the City whether a permit was required or not. Due to the unique social nature and inherent temporary activities of the car condominium, requiring a temporary use and event permit would create an unnecessary administrative burden on both the condominium owners and the City.

EXHIBIT 1
COMPREHENSIVE PLAN: FUTURE LAND USE MAP

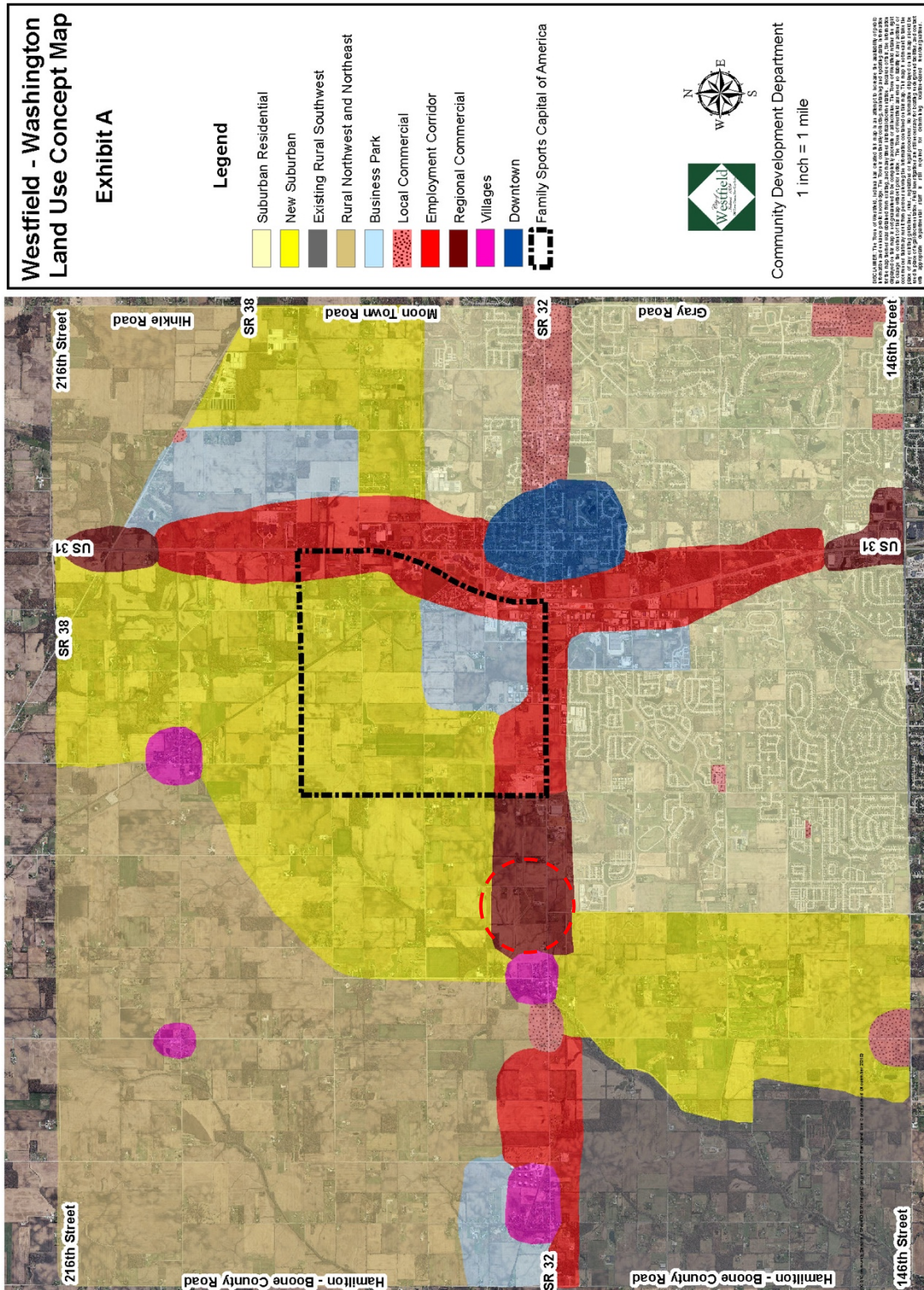


EXHIBIT 3
ZONING DISTRICT MAP (EXHIBIT B OF ORD. 11-19)

